VINAL STATISTICS-JULY 20.

Births. Henry C. and Fernie Rothermel, 1524 Hoyt aveloseph and Theresia Nicholis, 517 South New Jersey street, girl.
O. R. and Harriet Clement, 501 South Alabama ton B. and Dorothy Boles, 2136 Talbot aveoseph and Ada Stumph, 1215 Sterling street, Clarence and Mildred Rickerts, 1820 Oriental George and Fanny Dirk, 1009 South New Jersey Heywood and Bertha Reese, 610 West Vermont David and Bessie Williams, 1402 Hoyt avenue, lamacis and Maude Indies, girl, born at City Hospital.
Robert and Lucy Williams, colored, girl, born at City Hospital. John and Annie Dink, \$14 Warren avenue, boy. John and Bessie Linhan, 3125 Weishenton street. Frank and Minnle Trost, 2614 North Illinois George and E. Mansford, 306 Huron street, boy, Joseph and Emma Fluce, 408 South Emerson John and Matilda Ayers, 935 South Missouri Olin and Roxle Hatton, 1629 College avenue, REAL ESTATE-Harry and Emma Howard, 1206 Barth avenue, Charles and Catherine Kess, 1124 South Illinois S. C. and Mary Horney, 2104 Northwestern ave-William and Kate Hackemeyer, Center townhip, boy. John and Barbara Reinert, 221 West Thirteenth as and Josie Roberman, 1711 Chestnut

Marriage Licenses.

Colley O. Snyder and Daisy P. Holsapple. se W. Boyd and Tessie Clark. Christ Myers and Minnie Pohler. Charles A. Helm and Lizzie M. Holler. Harry B. Wright and Dalsy May Null. Charles W. Hart and Lucy May Morgan. Lu O. Dicks and Julia Garrity. tenry P. Dorsett and Emma Farmer. toss Grundy and Georgia Ford. teorge Wildey and Clara Pruner. hn H. Toer and Myrtle Culley. ranum Burgan and Julia Pettitt. pencer and Minnie West. n T. Newland and Estella M. Bradford.

Deaths.

Patrick Sullivan, 1122 Church street, twenty-Francis Margaret McCall, four, 1209 College Nathaniel N. Morris, sixty-six, 414 North Delaware street, fatty degeneration of heart.

John W. McCann, sixteen, 1428 Sheppard street, J. Harry Dittrick, thirty-four, 913 East Market

street, tuberculosis.

J. W. Kissell, Deaconess Hospital.

Engler Davis, four months, 409 Washington as Field forty-five, 1617 Yandes street, val-Thelma Bristein, nine months, 1323 North Senavenue, Inanition. ant Brown, 208 Sham street, stillborn

mald S. Stumbaugh, one, Eleanor Hospital, arah Eliza Terrell, seventy-two, 915 West Thirty-first street, pulmonary tuberculosis. Carrie Carnwell, sixty-seven, 2127 Depot street. iomas M. Jone, fifty-two, 600 West Sixteenth mfant Landis, 924 Union street, premature alter Rake, eight months, 2206 Sheldon street

FUNERAL DIRECTORS.

TUTEWILER & SON, Undertakers, 129 W. Market st. Tel. 216. New 1164. ADAMS & KRIEGER. Main 1154. North Illinois st., Indianapolis, Ind. Funeral directors, 159 N. Ill. Lady attendant. JOHNSON, HASSLER & GEORGE, 257 Massa-chusetts av. New 'Phone 963. Old Main 1430. FRANK A. BLANCHARD, Undertaker, 153 N.

MONUMENTS.

MONUMENTS-A. DIENER, 449 E. Washington Tel. 2525. Branch works E. entrance Crown Hill MONUMENTS-M. H. Farrell, 241 West Wash-ington st. New 'Phone 2418.

SOCIETY NOTICE.

I. O. O. F .- Capital Lodge, No. 124, I. O. O. F Members of the above-named lodge are hereby nst., at 1:30 o'clock p. m., for the purpose of at-tending the funeral of our late brother, J. H. Dittrich. Members of other lodges are invited to

EMMETT C. RYAN, Noble Grand. CATHISER, Rec. Secy.

FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER. LOANS-Money on mortgages. C. F. SAYLES & CO., 127 East Market street. FINANCIAL-s per cent. money on Indianapolis city property, or on city property in any county ana; we use our own funds; no delay; partial payments. Call or address C. N. WILLIAMS & 0., 8-10 E. Market st.

WANTED-SALESMEN.

telescopes on the side; liberal com-R. REED, Kokomo Trunk Comapny,

STORAGE.

ORAGE - The Union Transfer and Storage corner East Ohio st. and Union first-class storage solicited. Crating

SEALED PROPOSALS.

NOTICE TO CONTRACTORS. Michigan City, Ind., July 8, 1902, we inbor of 400 prisoners now confined in the ana State Prison will be let to the highest best bidders, in four separate contents est bidders, in four separate contracts of en each, for a period of six years from Oct.

will be received until Aug. 1, 1903.

ate of Indiana and disciplinary rules governing rs must state the square feet of floor oard of control will take into considera-number of officers required in the differof work in awarding the contracts. board of control reserves the right to reis to be sealed and directed to the board of

bor to be performed within the prison d in accordance with the statutes of the

care of James D. Reid, warden, being "Bid for Prison Later."
tified check of \$1,000 must accompany old as guarantee that the bidder will enter o contract at the price bid.

Sids will be opened on the 3d day of August.

2. at 3 o'clock a. m., at which time bidders re invited to be pres JAMES D. REID, Warden.

OPOSALS FOR CLOTHING AND EQUI-PAGE SUPPLIES-Chief Quartermaster's Ofin triplicate, will be received at this office 11 o'clock a. m. Thursday, Aug. 6, 1903 delivery, at either Chicago, Boston or Phila-phia depot, of metallic cap and collar orna-ts, hat letters and numbers, conforming to established standards and specifications. Tovernment reserves right to reject or accept iny or all proposals or any part thereof. Pref-rence given to articles of domestic production or manufacture, conditions of quality and price including in the price of foreign productions and manufactures the duty thereon) being equal. rticulars and blanks for proposals will be nished upon application. Envelopes con-ning proposals to be indorsed "Proposals for othing and Equipage Supplies," and addressed MAJ. W. H. MILLER, Quartermaster, U. S.

.. in charge.

POSALS FOR EQUIPAGE SUPPLIEShief Quartermaster's Office, Chicago, Ill., ly 2, 1963. Sealed proposals, in triplicate, will received at this office, until 11 o'clock a. m. ednesday, July 22, 1963, for early delivery at her Chicago, Philadelphia or Boston depot, of s, conforming to existing standards and tions. Government reserves right to reept any or all proposals or any part of. Preference given to articles of domesty and price (including in the price of forons and manufactures the being equal. Particulars and blanks sais will be furnished upon application. proposals with the proposals to be indorsed oposals for Equipage Supplies," and adsed to MAJ. W. H. MILLER, Quartermaster, U. S. A., in charge.

LEGAL ADVERTISEMENTS.

NOTICE OF LETTING TURNPIKE ROADS.

Notice is hereby given that the Board of Coun-Commissioners of Bartholomew county, State Indiana, have adopted plans and specifica-ons for the construction of two free turnsike Guinn Road" and the "Rainey Road;" also he toad on the township line between Harrison Ohio townships, known as the "Wolf Road." in said county, and that said plans and speci-tions and description of said roads are now file in the office of the auditor of said counat that up to 16 o'clock a. m., on Thursday, at day of August, 1963, scaled bids are in-age will be received by said board at the of said auditor, for the construction of said according to the plans and specifications

shall submit bids on the above roads a bond signed with sufficient freehold a residents of the State of Indiana, or a company bond, such bond not to exceed timate cost of construction of the road by order of the Board of Commissioners holomes county, this the 14th day of C. WILLIAM A. MORRIS.

JOURNAL BUSINESS DIRECTORY.

FLORISTS-New No. 241 Mass. av., 228 N. Del. st. Tel. 840 PATENT ATTORNEY-T. R. BELL, mechanlcal engineer, patent attorney. In above ca-pacity I do not claim exceptional facilities, except those guaranteed by thorough knowledge of patent practice, technical training, honesty and care, beyond which no special advantages exist. 55 Ingails Bidg. SALE AND LIVERY STABLES-HORACE WOOD. (Carriages, Traps, Buck-cards, etc.) 25 Circle. Tel. 1007. boards, etc.)

FOR SALE-REAL ESTATE.

THE PEERLESS FOUNDRY, 710-18 E. Mary

land, manufactures stove repairs and do repair-

REAL ESTATE-For sale, modern house, rooms; situated on beautiful high ground. Trade equity of \$2,200 for smaller house or vacant ground. Address Box 756, care the Journal. REAL ESTATE-

INDIANA TRUST CO.

SELLS REAL ESTATE. COLLECTS RENTS. WRITES FIRE INSURANCE. FOR SALE.

A 225-acre farm six miles south of Richmond, Ind.; large brick house, frame barn, granary and toolhouse; all in fair condition. 125 acres under cultivation, balance in bluegrass pasture, gently rolling, well watered; a stock farm; price \$50 per acre. Apply to DICKINSON TRUST CO., Richmond, Ind.

FOR SALE-MISCELLANEOUS.

FOR SALE-Restaurant and confectionery at 1937 Udell street. L. L. CORNELL. FOR SALE-Contractors, carpenters, job lot plain and quartered oak. J. M. ADAMS & FOR SALE-First-class hair store, doing an excellent business; good reasons for selling. Address Box 754, care the Journal. FOR SALE-Typewriters: "Light Running Fox" and other leading makes; rentals, \$2.50 per have month. G. M. MERRICK, Gen. Agt., 209-210 track. Law building. New 'phone 1378. FOR SALE-The latest map of indiana and the 1900 census; prepared especially for the Journal by George F. Cram, the famous map publisher; size, 30x46 inches, on strong map paper; tin rods at top and bottom; embracing a handsome fivecolor map of Indiana on one side, corrected to date, showing all railroads, all new postoffices, counties in colors, railroad stations and all natural features; a marginal index showing 1900 census and alphabetically arranged list of towns,

WANTED-MALE HELP.

dianapolis, Ind.

etc.; the other side contains a five-color map of

the world and the United States; 50 cents, post-paid. Inquire of any agent of the Journal or address MAP DEPARTMENT, the Journal, In-

WANTED-Three derrickmen (riggers) at once. New Federal Building WANTED-A first-class barber; steady job. ORION CIGAR STORE AND BARBER SHOP, corner Circle and Meridian. WANTED-Railroad machinists, boiler makers, blacksmiths and helpers, for out of city. Apply to AGENT, Room 3 Stubbins Hotel. WANTED-Feeder, experienced, for job presses. Steady job; advancement for bright boy or girl. CHELTENHAM PRESS, Century Building. WANTED-A young man for Cigar Store; references required. ORION CIGAR STORE AND BARBER SHOP, corner Circle and Meridian.

of city; no trouble; stendy work; free trans-portation. Apply to AGENT, Room 3 Stubbins WANTED-For U. S. army, able-bodied, unmar ried men, between ages of 21 and 35, citizens of United States, of good character and temperate habits, who can speak, read and write English. For information apply to Recruiting Officer, 25 WANTED-Recruits for the United States Ma-

WANTED-Car carpenters and truckmen for out

rine Corps-Able-bodied, unmarried men be-tween 21 and 35; good character; must speak, read and write English. Marines serve at sea Delaware st. Lady attendant. Both 'Phones 411. on men-of-war in all parts of the world; on land in our island possessions and at naval stations in the United States. Apply Room 201, Sentinel building, Indianapolis, Ind.

> All advertisements inserted in these columns are charged at the very low rate of 5 cents a Biank or dash lines at the same price per Telephone, 238 and your ad. will be called

WANTED-FEMALE HELP.

WANTED-Bindery forelady, for permanent po-sition. State experience and wages expected. Only experienced need apply. Box 758.

WANTED-SITUATION.

SITUATION WANTED-Wanted: Position as drug clerk; can give reference; full register; over seven years' experience. Address Box 753, care the Journal. SITUATION WANTED-Position by a book keeper; all-around office man; years of experi ence and best of references. Address Box 752

WANTED-MISCELLANEOUS. WANTED-BRILL'S DYEING AND CLEAN-ANTED-Room and board with private family in central part of city for family of three. Ad-

dress Box 757, care the Journal.

NOTICE. NOTICE-Have the leaks in the tin and slate work of your house repaired by JOSEPH GARDNER, 39 Kentucky av. Telephone 322. NUTICE-Up-to-date FURNACES guaranteed to heat. Tin and galvanized iron works, ROL-LYN HAWKINS, 114-116 Virginia av., the man

SALES OF REAL ESTATE.

who never sits on the fence.

Twenty-Five Transfers Made Matter

of Record Yesterday. office of Marion county, Indiana, for the twenty four hours ending at 5 p. m., July 20, 1903: Geo. M. Dewar et ux. to Clarinda Marshall, part of Lot 47, Atkins & Per-kins' University Place add.............\$1,500.00 datilda B. Pen et ux., part of Lot 17, Sq 8, Hubbard et al.'s southeast add ... Wm. A. Van Buren, rec'r, to Mary E. son, Lots 10, 24 and 25, Blk 5, Sec C. Forest Park add ... Daniel Snearer et ux. to Henry J. Ziegler, part of Lot 22, Goldsberry's sub of Outlots 46 and 47..... Sneriff Marion Co. to Seth M. Richcreek. Lot 21, Blk 23, Braden et al.'s North indianapolis add. John O'Brian et ux. to Seth M. Richcreek, Lot 7, Dancy's sub of Lot 4, Alice M. Weer et al. to Andrew Van Jelgenhois, Lot 5, McCord & Wheatley's southeast add Aaron B. Howe et ux. to J. A. Hartman, Lot 364, Armstrong Park add..... Mary A. Hoover to Albert Evans et ux, Lot 439, Jameson's 2d Belmont add to West Indianapolis. Elizabeth McKim Rusk to Thos. E. Kane, Lot 12, Vall's East Washington-Albert Brown et ux. to Jacob C. Yuncker, Lot 1, Sq 7, S. A. Fletcher, jr.'s, northeast add. Caroline M. Watson to Wm. H. Kelley et ux., part of Lot 31, Lovi Ritter's add to Irvington Louis B. Doerschel et ux. to Eugene M. Wilson, Lot 17. Louisa and John C. Wright's sub. Howard A. Runyon et ux. to Jas. W. Wands, Lot 11, Yandes et al.'s sub of Emma D. Traub et al. to Addie G Ayers, Lot 107, S. Yandes's sub of Lodge, No. 394, 1. O. O. F., Lot 6 and part of Lot 5, Webo's add to Southport. Louis Heid et al. to Lizzie Maschmeyer et al., Lots 5, 6 and 7. Held's sub of Robison & Vorhees's sub.......... Eugene M. Wilson to Lena Doerschel Lot 17, Louisa and John C. Wright's Albert Cline et al. to Walter J. Hubbard, Lots 61 and 62, Peter M. Bigney's sub of Washington Black (admr's) add..... et ux., Lot 11. Yandes et al.'s sub of Emma Dawson to Geo. W. Snyder, part of the n e 1/4 of Sec 18. Tp 15, R 4... sage H. Norman et ux. to Philippine Edwards, Lot 25, Wright & Sharp's Ed add to Dennison Park ... Wm. M. St. Clair et ux. to Nellie D. Phillips, Lot 16, Blk 18, Armstrong's 1st add to North Indianapolis...... Samuel E. Grimes et ux. to Walter

Water Co., part of Lot 631, Stout's In-diana-av add. Transfers, 25: total consideration \$50,493.00.

Campbell, Lot 146, Newman Oaks Pack

Isabell Coleman et al. to the Indianapolis

Building Permits. W. Dollman, brick building, North and Alabama street, \$300. A. Fertig. addition. Harrison and streets, 2535 F. P. Cross, remodeling, 734 Spring street, \$50. Mary Barkdall, addition, 1226 West Twentysixth street, \$400. C. W. Martin, concrete storeroom, \$800. Stout & Montgomery, repairs, to brick building. 318-330 Massachusetts avenue, \$500.

The "Hairless Man" Dead.

WILKESBARRE, Pa., July 29 .- John Bohee, who was widely known as "the hairicss man." is dead in this city. He was
the marvel of physicians, who puzzled in
william a Morris.

Anditor Bartholomew County. hair from his body.

PURCHASE OF L. E. & W. BY LAKE SHORE PROVING PROFITABLE.

The Pere Marquette Pushing Toward Chicago-Interesting Rumor Regarding the Eric and C., R. I. & P.

It would seem that the Lake Shore took control of the Lake Erie & Western at a very opportune time. It is now three years since it took control, and the road at that time was in bad condition both as to roadbed and equipment, and it was no small undertaking to rebuild the road and properly equip it. Since the Lake Shore took control the railroad business has been the most satisfactory in volume of traffic and maintenance of rates in the history of railroads, and without borrowing a dollar, outside of actual earnings of the road, after paying dividends, the surplus money has gone into improving the property, until at present two-fifths of the mileage is laid with heavy new steel rail and properly crosstied. Sidings have been extended, dcpots improved, and work is now in progress which will bring the property up to the high standard of the Lake Shore officials'

There are about seventy-five miles of new steel yet to be laid to complete the work from Sandusky to Peoria, and the rails have been purchased to lay this piece of

Since the Lake Shore took control two thousand new freight cars have been added to the equipment, and a considerable number of the Lake Shore engines have been rebuilt, and, practically as good as new, have been transferred to the Lake Erie & Western. New engines have been ordered to bring the power up to a high standard, and with this the business of the road has | shown remarkable strides, the freight earnings each month handsomely exceeding those of any previous month in the road's history and there is a steady increase in pasdiana and Ohia, and when the improvements now in progress are completed it will deserve to stand among the best roads in the Central States, not only as to volume of business but in general condition.

Prosperity of the Grand Trunk. The statement of the Grand Trunk rail-

road for the period ending June 30 must be gratifying to the officials and stockholders, as it shows an increase of 17 per cent. in gross and about 3 per cent in net earnings, by far the largest portion of gross increase having been absorbed in increased expenses. In both passenger and freight operations the road has greatly increased its efficiency. The through Chicago and Boston trains on the main line now rank among the best equipped of the long-dispassenger trains on the continent. and are a matter of pride to the passenger department. It is, however, in the freight department that the Grand Trunk has made its most marked advance. The increase of over \$2,000,000 in exports of bread stuffs via Portland, Me., is due almost entirely to the efforts that the Grand Trunk has made to secure this business, and its increased ability to handle traffic has not been without a great deal of incidental expense, most of which has been charged to operating expenses. Many miles of sidings and local spurs have been constructed, and the Grand Trunk seems to have been aroused to its possibilities in securing its share of the Atlantic coast trade from the West. The Grand Trunk has spent during the year a great deal of money in purchasing new equipment and improving its roadbed, more especially its bridges, all of which were too light for the heavy equipment now in use on the line. It seems to have outgrown its disability as a great through line, and will hereafter be a competitor of the trunk lines which will be felt.

Personal, Local and General Notes. The executive board of the St. Louis Terminal Company will meet in St. Louis on the 29th inst. to take up matters of im-

E. H. Rollins, private secretary of Samuel B. Sweet, general freight agent of the Lake Erie & Western, has gone to Colorado for his vacation

The St. Louis & San Francisco has authorized an expenditure at Oklahoma City of \$40,000 for the construction of a new passenger station.

F. D. Comstock, treasurer of the Big Four, and Warren J. Lynch, general passenger agent, left on Sunday for Yellowstone Park,

to be absent two weeks. Eugene McCann has been appointed fore-man of the shops of the Wabash at Peru. McCann is also an expert on air brakes and will look after that line of service also. The Indianapolis & Vincennes yesterday issued its time table for Bethany Park, effective July 22 to Aug. 22, inclusive. There will be four trains daily in both directions. It is stated that the new shops planned some time ago for the Denver & Rio Grande at Salt Lake will be built at once and will be made the principal shops on that system.

A circular was issued yesterday by General Freight Agent Hodgdon, of the Van-dalia, appointing William Thorne commercial agent of the Vandalia, with headquarters at Indianapolis. F. J. Kimball, president of the Norfolk & Western, who was operated on several 750.00 days ago for appendicitis, is reported on the way to recovery rapidly and his family

and friends are very hopeful. T. S. Lindsey, assistant treasurer of the Lake Shore road, died at Cleveland Mon-day, aged eighty-one years. Mr. Lindsey was connected with the Lake Shore in various capacities for nearly half a century. Panhandle trains between Indianapolis and Columbus running via Bradford are now hauled by the new Atlantic type of engines, recently received. Those running via Dayton are still hauled by Class P engines. The Lake Erie & Western has prepared plans for the addition to its general offices

at Indianapolis and will soon let the contract. The upper story will be utilized for 1.00 the engineering department. It will be very convenient in every respect and fireproof. Passenger representatives of the Chesapeake & Ohio are proud of the phenomenal increase shown from month to month in

2,400.00 the company's earnings from its passenger traffic, the increase being the largest of any one of the trunk lines, mileage taken into consideration. The through coach from Indianapolis to French Lick Springs over the Indianapolis & Vincennes and the Monon is proving profitable and affords a through line without changing cars. It has been on six weeks and each week shows an increase in

travel over the preceding one. John Fritz, a watchman for the Wabash at Williamsport, Ind., on Saturday celebrated the thirty-third anniversary of his first service with railroads and his forty-1.00 | ninth year of service with the Wabash. He began as section hand in 1855, when the track was completed to Fort Wayne. Cleveland & Pittsburg division of the Pennsylvania are making extra money. In June

> ceived over \$150 for the month's work. J. F. Stevens, chief engineer of the Rock Island, was in Kansas City on Saturday making preparations to enlarge the Rock Island's yards at that point. He states that they will build in all about thirty miles of additional switch track and will before this week is out have a force of 400 men at work.

> All the Western railroads are calling in their freight cars and distributing them among the grain shipping points in the Western States, more especially Kansas. All the transportation facilities of the roads in Kansas are now taxed to the limit. Harvesting is progressing rapidly and there is a great demand for cars.

> M. W. Mansfield, superintendent of the Indianapolis & Vincennes, says that most of the wheat along the line has been harvested and the crop is very satisfactory, some fields yielding sound wheat weighing 62 pounds to the bushel. The corn crop is much more promising than three weeks ago and farmers are expecting about an average

John T. Keith, who was last week ap pointed superintendent of the Buffalo division of the Lehigh Vailey road, commenced his railroad career in 1881 as a brakeman on the Pittsburg road, and in 1883 was made a passenger conductor. He was then appointed trainmaster on the

Pittsburg & Lake Erie, and from there went to the Lehigh Valley as superintendent. The Cincinnati excursions are the best patronized of any run out of or into Indianapolis. The Big Four on Sunday carried 860 passengers from Indianapolis to Cincinnati and picked up a good many at Shelbyville and Greensburg. The C., H. & D. had nearly as many from Cincinnati to Indianapolis. The Big Four carried 320 to Terre Haute. In fact, all of the lines en-joyed the best Sunday excursion business

in their history. The suit of the Board of Dock Commissioners of New Orleans contesting the grant of privileges to the St. Louis & San Francisco, which owns the Chicago & Eastern Illinois, was decided in favor of the railroad by Judge Ellis in the lower court on Saturday last. This gives an entirely different complexion to the railroad situation at New Orleans, as it means that the St. Louis & San Francisco will have an independent

into that city. Samuel G. Hatch, of Chicago, and Miss Mattie Mitchell St. Clair, of Racine, Wis., were married yesterday at Racine. Mr. Hatch is one of the most popular officials of the passenger department of the Illinois Central, and the passenger department representatives raised a handsome fund to purchase a beautiful chest of silver and a present for the bridegroom. The silver was sent to Racine and was on display yesterday with the other presents received by Mr. Hatch and his bride.

The report is still current that there is interest in control of the Chicago, Rock Island & Pacific are to be closely amiliated in the near future. it is alleged that there has the Rockefeller interests, and also that the holdings of Marshall Field and Norman B. Ream in that property have been increased, and on this conclusion is based the report that there is to be a combination of some character between the two roads.

The Pennsylvania, which proposes making an extensive display at the St. Louis exposition next year, will introduce some interesting features. The most important of these will be a complete and extensive locomotive testing plant. Three locomotives, a passenger, a freight and a shifting engine will be used to demonstrate the work done. These will be tested as to speed power, traction, valve motion and other important features. The only complete locomotive testing plant at this time is the one at Purdue University, Lafayette, Ind., and the plant to be exhibited at St. Louis will be fully 50 per cent. larger than that at Purdue.

Engineers, took place Monday afternoon senger earnings. Despite the fact of in- from the family residence, No. 1429 Euclid dreds of railway men, representing all sections of the country, were present to pay their respects to the memory of the dead chief. The services throughout were marked by extreme simplicity, in accordance with the life and habits of the deceased.

P. M. Arthur, grand chief of the Locomotive Brotherhood, at the time of his death is said to have been worth \$500,000. Unkind remarks have been made by leaders of rival organizations, but they were ignored by all who knew the deceased. As a youth he saved his money and when he came to man's estate he invested in real estate in Cleveland and this was the beginning of real estate speculation which brought good results. His home was a beautiful residence on Euclid avenue, the cost of which is said to have been \$25,000. When Arthur took command the Brotherhood had a membership of about 6,000; now it has 37,000 out of a total of 40,000 engineers in the country and it is regarded as one of the strongest and best organized of all unions.

D. O. Mills, a director of the Harriman railroad system and controlling owner of the Bellingham Bay & British Columbia Railroad, has formally ordered an extension on the Bellingham road across the Cascade mountains to Spokane. It will there connect with the Oregon Railroad and Navigation line, now running from the main line at Huntington to Spokane. The Harriman system will thus be given a direct entrance to Puget sound at a point directly opposite the straits of Fuca. The distance from Spokane to tidewater will be 295 miles, nineteen miles shorter than the Great Northern and fifty miles shorter than the Northern Pacific. The terminals on Bellingham bay will be 100 miles nearer the Pacific ocean than the Northern Pacific and Great Northern terminals at Tacoma

The big passenger engines of the Chicago & Alton are making great speed records. These were intended to be the best, strongest and fastest engines in the world. The total weight of the engine is 219,500 pounds and with the tank 374,000 pounds; the total weight on the driving wheels is 141,700 pounds; the boiler is of the straight type, seventy inches in diameter, with 328 inch flues. There are 202 square feet of heating surface in the firebox, 3,848 square feet in the tubes and twenty-eight square feet in the fire brick, making a total of 4,078 square feet of heating surface, 500 square feet more than the New York Central ex-press engines, which hitherto had been considered the best locomotives constructed. The tender has a capacity of 8,400 gallons of water and nine tons of coal, the largest yet built by the Baldwin Company.

THE COURT RECORD. CRIMINAL COURT.

Fremont Alford, Judge. Derosa; sodomy. Evidence con-Fined \$1 and costs and imprisoned ninety days in workhouse James Holtz; petty larceny. Defendant found guilty. Age seventeen. Sentence is suspended during good behavior. NEW SUITS FILED.

William H. Richey, administrator, vs. Indianapolis Traction and Terminal Company. Superior Court, Room 3. H. Gillie Mackey vs. William A. Scott; note. Superior Court, Room 1. George W. Stubbs vs. Elwood note. Superior Court, Room 2. H. Lillie Mackey vs. Ollie Gray; note. H. Lillie Mackey vs. Anna Scott Walker; note. Superior Court, Room 1 Laura E. Clair vs. Ernest E. Clair; divorce. Superior Court, Room 2.

HIGHER COURTS' RECORD. SUPREME COURT. -Minute.-

20163. Cincinnati, Richmond & Muncie Railroad vs. Eddy K. Shera et al. Randolph C. C. Joinder in error.

-New Suit.-20166. Edward Sharf vs. The State of Indiana. Gibson C. C. Record. Assignment of errors. Notice to prosecuting attorney. Submitted under Rule 19. APPELLATE COURT.

-Minutes.-4400. Henry W. Lawrence et al. vs. David J. Leathers. Marion S. C. Appellants' additional authorities (8.) 4365. The Lake Erie & Western Railroad Company et al. vs. Ambert W. Shelley et al. Henry C. C. Appellees' petition and brief (8) for rehearing. 4800. Elliott Rariden vs. Esther B. Rari-

den. Newton C. C. Appellant's brief (8.) 4765. John Christman vs. Maurice Howe et al Miami C. C. Appellees' brief (8.) Some Sarcastic Comments on a Recent 4873. Joshua S. Sisson et al. vs. Joseph Carothers et al. Vanderburg C. C. Appeilees' answer to petition for certiorari.

Drawing a Line.

Kansas City Journal. "Just think of it!" writes a Kansas man who is touring the Mediterranean country. "Here I stand on the soil which once was ruled over by Joseph. I have sat beneath Some of the engineers and firemen on the the same stars, drank from the same fountains and streams, and walked the same paths and byways." But let us hope some of the firemen on that road are cred- fervently (knowing something of Kansas ited with sixty days work and, figured upon | character) that the same Mr. Potiphar was



MISUNDERSTOOD HIM. Knicker-Do you play cards? Bocker-Only for small stakes. Knicker-What's the use of playing for omething to eat? Why don't you play for

THOMAS ROCHFORD EXONERATED OF CHARGE OF DRUNKENNESS.

John Shine Pleads Guilty and His Case Is Taken Under Advisement-Other City Affairs.

Three of the men and women who, it is said, told Sergeant Scheigart that Patrolman Thomas Rochford was drunk the afternoon of July 9, and that he fell down while crossing Northwestern avenue at Roach street, told the members of the Board of Public Safety yesterday afternoon that they did not know whether Rochford was drunk that afternoon or not, and did not know whether he is the man who fell down while crossing Northwestern avenue.

Mrs. Annie Moore, 2673 Northwestern avenue, who told Sergeant Scheigart, when he on foot a plan by which the Erie and the was investigating the charges against Rochford, that the man was drunk the afternoon of July 9, told the same story on the been large buying recently of Erie stock by stand before the members of the Board of Safety. The other three witnesses subpoenaed by the board through Sergeant Scheigart said they did not know whether Rochford was drunk or not, and the statement of half a dozen or more witnesses subpoenaed by the patrolman's lawyer, his brother, was to the effect that they know positively Rochford was not drunk. Patrolman Rochford was exonerated by the board from the charge of having been in a "drunken condition" on the afternoon of July 9, at the corner of Northwestern avenue and Roach street.

Mrs. Rochford and her light-haired little girl were in the Board of Safety's rooms when the husband and father was tried on the charge of being drunk. The little The funeral of the late chief P. M. girl and her mother had to remain outside Arthur, of the Brotherhood of Locomotive the railing, and the curly-haired youngster the railing, and the curly-haired youngster seemed to think it a great hardship that creased operating expenses the surplus avenue, Cleveland. Rev. Dr. Paul F. Ruth- she could not go behind the railing with the from the earnings of the road are paying ern, pastor of the Second Presbyterian judges and Superintendent of Police Taffe for the improvements made, the Lake Shore | Church, officiated, assisted by Rev. Ver- and the lawyers, and sit on her father's only dictating how the money shall be ex- non Harrington. The floral offerings were lap. When her mother told her she could pended. The Lake Erie & Western ranks as one of the best roads crossing Illinois, In- hidden by immense banks of flowers. Hun- cried bitterly and loudly. She was taken cried bitterly and loudly. She was taken from the courtroom a short while, and when she returned she seemed to understand that her papa would get along without her a few minutes. Mrs. Rochford seemed to have full assurance that her husband would not be found guilty, for her expression was anything but one of sadness or worry.

Patrolman John Shine pleaded guilty to the charge of having been drunk on July 2. The charge was preferred by Mr. and Mrs. Joseph Broderick, 225 West Maryland street, near which location Shine had a day beat. The board took the case under advisement until next Wednesday.

Plans of Pennsylvania.

The Board of Public Works announced yesterday to Charles Lancaster, an owner of property on Sherman drive, that it is the understanding that the Pennsylvania Railroad is not planning to construct two additional tracks over Sherman drive, but is making preparations to construct a permanent stone subway, and will not encroach on any property owner's rights. The board also informed Mr. Lancaster that it has the right to remove a switch at any time. Mr. Lancaster appeared before the board yesterday morning with his attorney.

Delegation Before the Board. A delegation of men and women owning | The amount of its capital is \$500,000.00 property between Thirteenth and Fourteenth streets appeared before the Board of Public Works yesterday morning and told the board they are opposed to the resolution to pave the first alley east of Park avenue with brick, from Thirteenth street to Sixteenth street. The resolution was taken under advisement.

BOARD OF WORKS ROUTINE. FINAL ACTION TAKEN.

Cement walks and curbs in Woodside avenue, from north property line Southeastern avenue to C., H. & D. Railway right of way; Asphalt roadway, brick gutters and curb n Illinois street from Russell avenue to McCarty street; estimated cost, \$7,800. Brick roadway in first alley west of Senate avenue from north property line Georgia street to Chesapeake street; cost \$390. Cement walks in Kentucky avenue from 174.11 feet west Maryland street to 228.5 feet southwest of Maryland street; cost, \$125. Gravel roadway in first alley east of Hamlton avenue from first alley north of Washngton street to south property line New

York street; cost \$1,125. TAKEN UNDER ADVISEMENT. Brick roadway in first alley east Park avenue from north property line Thirteenth street; estimated cost, \$4,800. Opening of the first alley east of Barth

svenue between Barth avenue and Shelby Vacation of the first alley east of Barth avenue from Beecher street to a point 247.50 feet south of Beecher street. Vacation of the first alley east of Olive street from Naomi street to the first alley north of Naomi street. Flintrock macadam roadway and brick gutters in Capitol avenue from 770.10 feet | ment of the condition of the above-mensouth of Thirty-fifth street to Thirty-eighth

Cement walks and curb in Capitol avenue from Thirty-sixth street to Thirty-eighth ment, and that the said original state-COMPLETED IMPROVEMENT.

Grading the roadway and walks in Rural street from Tenth street to Sixteenth street. F. M. Lackey. PRIMARY ASSESSMENT ROLL AP-

PROVED. Grading the roadway and walks in Rural street from Sixteenth street to Massachusetts avenue. FINAL ASSESSMENT ROLL APPROVED. Vacation of first alley northeast Virginia | a decrease of his regular running sched-

ley south of Lexington avenue. PETITION FILED AND REFERRED. For grading the roadway of Dearborn street from Nowland avenue to Sixteenth PAPERS ORDERED.

For cement walks next to curb in Wood-lawn avenue from Shelby street to State street. For grading the roadway of Dearborn street from Nowland avenue to Sixteenth

BODY AND BRAINS.

Baltimore American.

ty at Chicago failed to pass his final examiand is in grief over it. All three of these propositions are common. But there is, inthis particular case. The young man who failed to show sufficient cerebral agility ing colors was a champion athlete and one to distinction. of the best football players in the country. This makes his failure an outrage. Had he ! been a slim-shanked, one-lunged individual, with eyes like burnt holes in a blanket, no one but himself and his friends would | painted these studies in the dark. I do not have cared a continental whether he was ! But, of course, it is different when the

graduated or not. have to go out eventually and use some ing a football, wearing padded clothes, and incomprehensible effects by painting in chewing gum, eating raw beef, running a the dark. mile every few minutes night and day, wearing a sweater to his meals, letting his hair grow long and hang down in his eyes looking tough and fit every day in the year, going to his classes whenever there was no training or actual playing going on-after all this, why should he not know



Copy of Statement of the Condition

Fire and Marine Ins. Co. On the 31st day of December, 1902

It is located at corner of Third and Jackson

streets, Saint Paul, Minn.

C. H. BIGELOW, President. A. W. PERRY, Secretary.

The amount of its capital paid up

The Assets of the Company in the United States are as follows: Cash on hand and in the hands of agents or other persons...... \$424,968,97 Real estate unincumbered 538,174.66 Bonds owned by the company.... 1,483,482.60 Stocks Loans on bonds and mortgages 393,909.15 of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 403,922.11 Debts otherwise secured 50.580 94 Debts for premiums, hull notes .. 15,958,15 Due from re-insuring companies. 13,204.27

Total assets\$3,324,200.85 LIABILITIES. Losses adjusted and not due..... Losses unadjusted Losses in suspense, waiting for further proof Amount necessary to relusure outstanding risks 1,700,385.15

Total liabilities\$1,927,099.20

The greatest amount in any one

risk

State of Indiana, office of Auditor of State. I, the undersigned, auditor of state of the State of Indiana, hereby certify that the above is a correct copy of the statetioned company on the 31st day of December, 1902, as shown by the original statement is now on file in this office.

In testimony whereof, I hereunto subscribe my name and affix my offi-[SEAL.] cial seal this 6th day of February,

D. E. SHERRICK, Auditor of State.

other hulks and leaped upon with hob nailed shoes. He had learned to run through a gang of human Gilbraltars with hardly avenue from Lexington avenue to first al- | ule. He had learned all these things, and yet when he failed to pass in his law examhim on the football team for another year. What encouragement is there to the youth of the land to try to become intellectual when a chastened individual who has eaten raw flesh and drunk blood and worn a sweater for years is boldly declared to be deficient in some of the mental possessions that characterized students who looked and acted much less as if they belonged to the

Whistler's Methods.

"Collector," in Brooklyn Eagle. He was one of the greatest portrait painters the world ever saw. I regard his pertrait of Carlyle as the finest portrait in the world without exception. This work A student of the Northwestern Universi- I alone would prove beyond cavil his right to the title of master. But, strange to say, it is not upon these few portraits that Whisnations, was not graduated by the faculty | tler's reputation with the public rests. It is on those strange pieces of landscape or of coloring termed studies, pieces which, when you look at them, defy analysis. Some of deed, a unique feature in connection with them are so bizarre that you never know when you have them right side up, and yet it is upon these paintings and the letters of caustic comment with which he followed to get away from the institution with fly- them that Whistler really based his claim And now I come to his secret. I have

watched him at work, and do you know to what the Whistler effect, so called, is due? It is to the fact that Whistler always mean that he worked in total darkness, but I have watched him time and time again, and I can say without exaggeration student was physically husky. The hulk that the large part of all his painting was with the mighty physique might possibly done in the increasing darkness of twilight. In my humble opinion this is the mechanof that muscle of his to earn his bread and | ical explanation of the so-called Whistler butter. Think of it! And then the idea of effect. I do not mean that a common such a fellow's failing. And only in the dauber could paint as Whistler did by dolaw and a few other things. When he had | ing his work in the dark, but I do mean put in four years of hard brain work, bift- that I believe Whistler obtained his vague

Germany Foots the Bill.

law has gone into effect is the wail that has being permitted to pass!

And think of the manliness all this gladiatorial experience had given. He had learned to be "stood upon" by twenty-one will be on Germany alone.

enough, and now she will know the pleasure of the pleasure of our retaliation. The exportations of articles to be forbidden have amounted to \$2,500,000 in a single year, and the loss will leave Shelbyville at 11:27 a. m. and 2:27 and 7:27 p. m. Law will leave Shelbyville at 11:22 p. m.

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BIG FOUR ROUTE. City Ticket Office, No. 1 East Washington St. Depart Arriva

CLEVELAND LINE. ST. LOUIS LINE. "The World's Fair Route" St. Louis accommodation. St. Louis southwestern, lim, d s.......*11.45

Cincinnati express, s..... Cincinnati express, s.....

Cincinnati, Washington f lex. s d....*6.20 N. Vernon and Louisville ex. s.......*3,45 N. Vernon and Louisville ex........ 2 50 PEORIA LINE. SPRINGFIELD AND COLUMBUS LINE.

Claypool Hotel. Cincinnati express, s c... *4.00 Cincinnati fast mail, s.... *8.05 SPRINGFIELD DIVISION (C., L & W Decatur and Springfield express 18 0)

Toledo, Chicago and Michigan ex and Washing-Ind. and Louisville. onisville and Madison..... olumbus, Pittsburg and East

Phil. and New York, "The Limited", *6.45.

Terre Haute, St. Louis and West......*7.23 Terre Haute, St. Louis and West....*12.15

Station, Magnolia building, corner Kentucky venue and South Capitol. For Anderson, Muncie, Marion, Alexandria, 9:15 p. m. and 11:15 p. m. ited trains for Elwood.

depart from Meridian and Georgia streets. For Richmond and intermediate stations. senger cars leave on the following hours: Next and last car leaves at 11:15 p. m. and 7:57 p. m.

Regular Saturday Schedule.—

Half-hour cars for Greenfield and intermediate stations, in addition to the above schedule, leave

at 3:27 p. m., 4:27 p. m., 5:27 p. m., 6:27 p. m. -Regular Sunday Schedule .-Half-hour cars for Greenfield and intermediate stations, in addition to the above hourly sched-

7.27 p. m. For Greenfield and intermediate stations only. Arrive at 7:55 a. m. and leave at 9 a. m. arrive at 2:25 a. m. and leave at 3:30 p. m.

RAPID TRANSIT CO. Walting room and station, Kentucky av. and Washington st First car leaves Indianapolis for Martinsville and intermediate stations at 5:30 a. m. and every hour thereafter, on the half-hour mark, until 10:20 p. m. Last car leaves at 11:30 p. m Leaving Martinsville for Indianapolis and in-

Car leaves Mooresville for Indianapolis and

FRANKLIN R. R. CO. ington streets. First car at 6 a. m. and hourly thereafter until 10 p. m., inclusive. Last car leaves at 11:15 p. m. On Saturdays and Sundays cars leave also at 1:30, 2:30, 3:30, 4:30 and 5:30

INDIANAPOLIS, SHELBYVILLE & SOUTHEASTERN TRACTION CO. Cars leave Indianapolis for Shelbyville and all intermediate stops from the corner of Washing-

Cars leave Shelbyville for Indianapolis and all intermediate stops as follows: 4:57, 5:57, 6:57, 7:57, 8:57, 9:57, 10:57, 11:57 a. m. and 12:57, 1:57, 2:57, 3:57, 5:05, 5:57, 6:57, 7:57, 8:57 and 11:20 p. m. Round-trip tickets, Indianapolis to Shelbyville, can be purchased at Huder's drug store, corner Washington and Pennsylvania streets, and at the E. E. Ensley pharmacy, Stubbins Hotel block. -Saturday and Sunday Special Schedule,-On Saturday and Sunday, beginning at a a. m. a car will leave Indianapolis each half-hour

in use with artificial gas.

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Springfield and Decatur Ex. se *11.10 Ticket Office, 8 & 10 N, Ill. St. Chi'go night ex, s.. 12.55

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ogansport and Chicago . VANDALIA LINE.

Greennestle and Terre Haute *8.35 ... *Daily. †Daily except Sunday 'Sunday only. INDIANA UNION TRACTION CO.

Elwood and Tipton and intermediate stations Limited trains for Anderson and Muncie, arriving in Anderson in 1 hour and 25 minutes and Muncle in 2 hours, leave at 8 and 11 a. m. and 2 and 5 p. m. The 11 a. m. and 5 p. m. trains make direct connection at Anderson with lin Express Department - Consignments received until 12 o'clock noon for delivery, same day, to all points between Indianapolis and Muncie; un-

til 8 p. m. for delivery to all points before 6 o'clock next morning, including Muncie, Anderson, Alexandria, Elwood, Tipton and Marion. INDIANAPOLIS & EASTERN RY, CO. General offices, Franklin building. All cars a. m., 8:57 a. m., 10:57 a. m., 12:57 p. m., 2:57 p. m. and 4:57 p. m. For Greenfield, Knightstown and intermediate ination, he, the big, manly fellow, comes for Greenfield, Knightstown and intermediate out with a baby blubber to the effect that stations. Passenger cars leave: First car, 5:57 the faculty made him fail in order to retain | a. m., and each hour thereafter, until 9:57 p. m. Combination passenger and express cars leave at 5:57 a. m., 7:57 a. m., 11:57 a. m., 3:57 p. m.

ule, at 9:27 a. m. and each hour thereafter until

INDIANAPOLIS & MARTINSVILLE

termediate stations, first car at 5:30 a. m. and every hour thereafter until 10:30 p. m. Last car leaves at 11:30 p. m., but runs only to Moores-

Martinsville at 5:30 a. m. INDIANAPOLIS, GREENWOOD &

Combination passenger and express car leaves Georgia and Meridian streets for Greenwood only at 9:30 a. m. and 3:30 p. m.

on and Meridian streets on the following 6, 5, 7, 8, 9, 10, 11 a. m., 12 o'clock noon and 1, 2, 4, 1, 6, 7, 8, 9 and 11:20 p. m.

Boston Advertiser.

One of the best signs that the pure-food on-after all this. Why should he not know | gone up from German exporters. By the all about the law and be permitted to pass | new law their sausages, sparkling and still his examinations whether he answered the wines, malt beverages and beer have an questions or not? After that kind of work even chance of being rejected and sent back how could he help being qualified to take to Germany if offered for import here.

up the delicate psychological problems that German's has excluded our meats long a car will leave Indianapolis each half-hour vex legal minds? The very idea of his not enough, and now she will know the pleas-